

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re the patent of:

Naoto SEN et al.

ATTN: Certificates of Correction

Patent Number: 7,433,774 B2

Issued: October 7, 2008

For: CONTROL SYSTEM FOR CYLINDER CUT-OFF INTERNAL
COMBUSTION ENGINE

REQUEST FOR CERTIFICATE OF CORRECTION

Commissioner for Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450

Date: November 17, 2008

Sir:

The undersigned respectfully requests that a Certificate of Correction be issued for the above-identified patent as indicated on the attached Form PTO-1050.

REMARKS

This request is being made in order to correct a typographical error in Claim 1, column 23, lines 9 and 10. In support of this request, enclosed is a copy of page 3 of the Notice of Allowability mailed June 2, 2008 (Paper No. 20080317). Please note on Page 3, second paragraph, fifth line, the claim is written: "signal indicating a state of the running control; and..." Also attached is a copy of page 2 of Applicants' Amendment filed September 24, 2007. Please note that claim 1, third paragraph of the claim, fifth line, is written: "second signal indicating a state of the running control; and..."

Since the error in the patent appears to be a Patent and Trademark Office error, it is respectfully submitted that no fee is required. However, in the event that any fees are due with respect to this paper, please charge our Deposit Account No. 01-2300, referencing Attorney Docket No. 107101-00051.

Respectfully submitted,

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Enclosures: Certificate of Correction
Copy of Page 3 of the Notice of Allowability mailed June 2, 2008
Copy of Page 2 of the Amendment filed September 24, 2007

an engine operation controller that conducts a switching control of engine operation based on a load of the engine between a full-cylinder operation in which all of the cylinders are operative and a cut-off cylinder operation in which some of the cylinders are inoperative; wherein the engine operation controller outputs a first signal indicating a state of the switching control;

a running controller that conducts a running control including at least one of a cruise control in which the vehicle runs at a desired vehicle velocity and a preceding vehicle follow-up control in which the vehicle runs at a desired vehicle velocity to maintain a desired inter-vehicle distance from a preceding vehicle, wherein the running controller outputs a second

→ signal indicating a state of the running control; and

an acceleration suppression controller that receives the first and second signals, and conducts an acceleration suppression control if the first signal indicates that the engine operation is switched from the cut-off cylinder operation to the full-cylinder operation and the second signal indicates that the running control is in progress.

6. Claims 2-19 are allowed because they are dependent on allowable claim 1.

Conclusion

7. Claims 1-19 are allowed.

8. Any inquiry concerning this communication or earlier communications from the examiner should be directed to CUONG H. NGUYEN whose telephone number is 571-272-6759. The examiner can normally be reached on 9:30 am - 5:30 pm.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, THOMAS G. BLACK can be reached on 571-272-6956. The Rightfax number for the

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application.

1. (Currently Amended) A system for controlling an internal combustion engine having a plurality of cylinders and mounted on a vehicle, comprising:

an engine operation controller that conducts a switching control of engine operation based on a load of the engine between a full-cylinder operation in which all of the cylinders are operative and a cut-off cylinder operation in which some of the cylinders are inoperative, wherein the engine operation controller outputs a first signal indicating a state of the switching control;

a running controller that conducts a running control including at least one of a cruise control in which the vehicle runs at a desired vehicle velocity and a preceding vehicle follow-up control in which the vehicle runs at a desired vehicle velocity to maintain a desired inter-vehicle distance from a preceding vehicle, wherein the running controller outputs a second signal indicating a state of the running control; and

→ an acceleration suppression controller that receives the first and second signals, and conducts an acceleration suppression control if the first signal indicates that the engine operation is switched from the cut-off cylinder operation to the full-cylinder operation and the second signal indicates that when the running control is in progress.

2. (Original) A system according to claim 1, wherein the acceleration suppression controller conducts the acceleration suppression control by calculating a second desired vehicle velocity that is a value reduced from the desired vehicle velocity in such a manner that the running controller conducts the running control such that the vehicle runs at the second desired vehicle velocity.

3. (Original) A system according to claim 2, wherein the acceleration

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PATENT NO. : 7,433,774 B2

APPLICATION NO.: 10/772,370

ISSUE DATE: : October 7, 2008

INVENTOR(S) : SEN et al.

It is certified that an error appears or errors appear in the above-identified patent and that said Letters Patent is hereby corrected as shown below:

In Claim 1, Column 23, line 9, please delete the word "the" and insert therefore the word --a--.

In Claim 1, Column 23, line 10, please delete the word "a" and insert therefore the word --the--.

MAILING ADDRESS OF SENDER (Please do not use customer number below):

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This collection of information is required by 37 CFR 1.322, 1.323, and 1.324. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This collection is estimated to take 1.0 hour to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. SEND TO: Attention Certificate of Corrections Branch, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.

If you need assistance in completing the form, call 1-800-PTO-9199 and select option 2.